

**Testimony of
DICK POIRIER, CHAIR
MILILANI/WAIPIO/MELEMANU
NEIGHBORHOOD BOARD NO. 25
before the
CITY COUNCIL COMMITTEE ON ZONING AND PLANNING
on
BILL 65 (2012) ADOPTING THE REVISED EWA DEVELOPMENT
PLAN
held on
October 10, 2012
at
6:00 p.m.**

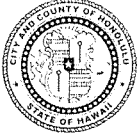
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Chair Anderson and Members of the Committee,

Neighborhood Board No. 25 strongly recommends that Bill 65 adopting the revised Ewa Development Plan be deferred until a transportation Functional Plan is prepared by the Department of Transportation Services and adequate level of service (concurrency) guidelines for regional transportation are developed, applied, and the results incorporated as part the revised Plan.

This is the same recommendation that we made in 2009 as noted in the attached resolution adopted by our Board. Absent the preparation and application of a City & County Transportation Functional Plan, there is simply no way of knowing whether the existing and proposed transportation improvements for the region can adequately accommodate all--or even a portion--of the development allowed or proposed in the Ewa Development Plan.

Thank you for the opportunity to testify.



MILILANI/ WAIPIO/ MELEMANU NEIGHBORHOOD BOARD NO. 25

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RESOLUTION REQUESTING THAT THE APPROVAL OF THE PROPOSED CITY AND COUNTY OF HONOLULU EWA DEVELOPMENT PLAN BE DEFERRED

WHEREAS, Central Oahu residents are concerned about both the necessity for and the number of developments proposed in Ewa and the adequacy of the regional infrastructure, both existing and proposed, to support such development if approved; and

WHEREAS, adding another 46,000 housing units in the Ewa plains will severely impact all residents who commute west and north of the H-1/H-2 merge; and

WHEREAS, adding another 20,000 housing units in Central Oahu as proposed in the Central Oahu Sustainable Communities Plan will severely impact Central Oahu commuter travel times to and from Downtown and Kapolei as well as add to and further exacerbate Leeward commuter travel times to downtown Honolulu which are expected to increase more than two hours each way during the morning and evening rush; and

WHEREAS, there is no determination in the proposed Ewa Development Plan which attests to the ability of existing and proposed transportation improvements for the region to adequately accommodate all of the development allowed or proposed in the Ewa Development Plan; and

WHEREAS, there are neither service and facility design standards nor level of service, also known as "concurrency," guidelines for determining infrastructure adequacy in the Ewa Development Plan, both of which were supposed to have been incorporated in a new or existing City and County transportation functional plan which was to have been prepared and submitted to the Mayor by the Department of Transportation Services in consultation or collaboration with the Department of Planning and Permitting and the State Department of Transportation; and

WHEREAS, the existing Ewa Development Plan requires that level of service (concurrency) guidelines to define adequate public facilities and infrastructure requirements be established "during the Capital Improvement Program;" and

WHEREAS, these resulting and as-yet-to-be established level of service guidelines were supposed to have been used in reviewing Ewa Development Plan area zoning changes in determining if adequate public facilities and infrastructure are available as a result of the development(s) proposed; and

WHEREAS, the application of these level of service (concurrency) guidelines in reviewing development plan area zoning changes is simply too late in the process to make a difference given the fact that the provision of regional transportation infrastructure improvements and the rectification of regional transportation infrastructure deficiencies are the responsibility of Federal, State, and county governments, **not** area developers; now therefore,



BE IT RESOLVED that Neighborhood Board No. 25 requests that the 2009 proposed Ewa Development Plan be deferred until a transportation Functional Plan is prepared by the Department of Transportation Services and adequate level of service (concurrency) guidelines for regional transportation are developed, applied, and the results incorporated as part the revised Plan; and

BE IT FURTHER RESOLVED the incorporation of level of service guidelines (concurrency) standards include a finding as a result of applying these standards that existing and proposed transportation improvements in the development plan area are adequate and can accommodate all of the development(s) allowed or proposed in the 2009 Ewa Development Plan; and

BE IT FURTHER RESOLVED that should there not be adequate regional transportation infrastructure and a finding that not all developments can be accommodated, the order of developments allowed to proceed based upon available infrastructure should be in accordance with the Section 5.1 Phasing of Development provisions in the 1997 Ewa Development Plan, whereby those developments not presently in the State Land Use Urban District and which lack County zoning would be the last to be approved by the Council.

BE IT FINALLY RESOLVED that copies of this resolution be transmitted to the Mayor of the City & County of Honolulu, all members of the Honolulu City Council, the Director of the City & County of Honolulu Department of Planning and Permitting, the City Planning Commission, the State Office of Planning, the State Land Use Commission, Leeward and Central Oahu area legislators, and all members of Leeward and Central Oahu Neighborhood Boards.

Adopted by Mililani-Waipio-Melemanu Neighborhood Board No. 25 at its regular meeting of January 28, 2009, by a vote of 13-0-0.



Richard G. Poirier, Chair